CHAPTER 3 - TRAINING/ATP

3.1 - REFERENCES

The following references apply: TC 1-210 ATM Commander's Guide; Appropriate Aircrew Training Manuals; AR 95-1, 2, 3; NGR 95-1, 210, 3; CAL REG 95-1, 210, 3, and other appropriate regulations and publications.

3.2 - AIRCREW TRAINING PROGRAM RESPONSIBILITIES

- Facility training programs are supervised by the Operations Officer.
- Instructors (IP, IE, FI, etc.) will conduct training of crewmembers, APART evaluations, no-notice evaluations, and monitor crewmember performance.
- Crewmembers will focus their training on ATM base tasks and those commander designated missions tasks. Crewmembers will request training from Facility Instructor Pilots to assist them in upgrading their skills. Crewmembers will be responsible for scheduling their APART evaluations, performing and recording any required scenarios, and notify the facility when they are restricted from flying.

3.3 - RL PROGRESSION TRAINING

- Flight standardization will be IAW AR 95-1, NGR 95-1, NGR 95-21, and CA ARNG 95-1 and the Aviation Brigade ATP as appropriate.
- Newly assigned aviators will receive new pilot training IAW the Commander's guide and the appropriate ATM. Training will be tracked on LAAASF forms for orientation and RL progression for their assigned aircraft.
- Continuation training will be IAW TC 1-210 and will be administered by the use of the Commander's Task List.
- Specialized training for missions under the control of the Facility are conducted IAW the State Standardization SOP, the appropriate ATM and Appendix AE of this SOP. The following missions are considered to be Specialized State Missions by the Adjutant General;
  - Wild Fire Support
  - Drug Interdiction
  - Search and Rescue
  - Water Bucket Operations/Training
- Upon assignment to a unit supported by this Facility, a flight crew member will receive a Commander's Evaluation IAW the Commander's guide and the appropriate ATM. Following the evaluation, the crew member will be assigned an RL level and a training program will be designed utilizing the appropriate tracking forms.
- RL 3 Requirements. A crewmember will be RL 3 complete (RL2) when he/she is qualified in the aircraft and has demonstrated proficiency to an IP/SP or IE (instrument tasks only) in all base tasks (day, night, NV) listed in the appropriate ATM. An evaluator to determine proficiency in tasks requiring night proficiency must conduct the initial Commander's evaluation. Academic requirements will include an operator's manual exam and refresher training as designated on the commander's evaluation. Refresher training will be conducted according to TC 1-210 and the appropriate ATM. See Annex II to Appendix Y for Non-Rated Aircrew Member Training Program.

- RL 2 Requirements. A crewmember will be RL2 complete (RL1) when he/she has completed a local orientation and has demonstrated proficiency to an IP/SP in all mission and additional tasks as selected by the Commander for RL2 training. Additionally, he/she must have demonstrated proficiency to an IE all instrument tasks designated for evaluation within the preceding twelve months. A UT may conduct training. See annex II to Appendix Y for Non-Rated Aircrew Member Training Program.

3.4 - ATP DEVELOPMENT

The Facility Aircrew Training Program is based on the Mission Essential Task List (METL) of those units it supports. However, the Facility mission is to conduct individual aircrew training so the unit may conduct collective level training during Inactive Duty Training (IDT) and Annual Training (AT).

3.5 - FLIGHT CREW QUALIFICATION AND SELECTION PROGRAM

See Appendix Y

3.6 - REFRESHER TRAINING

Aircrew Members prohibited or excused from flying duties more than 180 days must receive refresher training. Aircrew members may also require refresher training based on a “no-notice’ or other proficiency check IAW the appropriate ATM.

3.7 - ORIENTATION TRAINING

Newly assigned aircrew members will receive their training IAW Appendix F.

3.8 - MISSION TRAINING

Training will be conducted IAW 4-1, G, above. Facility IPs will provide the training to aircrew members as requested by the individuals and commanders.

3.9 - CONTINUATION TRAINING

- All Facility aviators will comply with TC 1-210 and Chapter 5 of the appropriate ATM for task and flight hour requirements.
- Facility IPs will provide continuation training to any RL1 aircrew member who requests it. The training will consist of those tasks that the IP and the aircrew member mutually decide will be most beneficial to the individual. The IP may recommend additional training in any area he/she feels the crewmember is deficient. Facility IPs will train with each other as then deem necessary to maintain their proficiency and complete their task and flight hour requirements.

3.10 - EVALUATION REQUIREMENTS

3.10.1 - FACILITY AVIATORS WILL BE EVALUATED;

- during RL progression.
- annually, during the Annual Proficiency and Readiness Test (APART), in their primary and additional aircraft. Alternate aircraft evaluated periods will be determined by the CTL.
- at their authorized crew stations in accordance with the appropriate ATM and the Commander’s Task List.
- for initial qualification in any crewmember duty.

3.10.2 - CREW MEMBERS WILL BE EVALUATED

- at their authorized crew member stations.
- IAW the appropriate ATM or other training documents.
- IAW No-Notice Flight Evaluation Program. See Appendix Z.

3.10.3 - PROFICIENCY FLIGHT EVALUATIONS

- When aviator currency has lapsed per AR 95-1, to reestablish aircraft currency, when more than sixty days but less then 180 days has lapsed since the last flight as PI, PC, IP, MP, ME, IE, SP, an IP/SP will perform a proficiency evaluation. The IP/SP may choose any ATM task indicated below:
    - Conduct crew mission briefing
    - Plan VFR flight
    - Prepare Performance Planning Card
    - Perform preflight inspection
    - Perform engine-start through shut down
    - Perform hover power check
    - Perform hovering flight
    - Perform VMC takeoff
    - Perform traffic pattern flight
    - Perform fuel management procedures
    - Perform VMC approach
    - Perform or describe emergency procedures
    - Perform or describe inadvertent IMC procedures
- NVD currency will be IAW TC 1-210. Evaluated tasks will be at the discretion of the evaluator and IAW the appropriate ATM and Brigade ATP.
- When the Facility Commander requires an individual's proficiency to be determined, a crew member flight evaluation will be conducted IAW the appropriate ATM for the specific duties being questioned.
- Proficiency flight evaluations for recommendations are PC/PC-B/UT or IP/SP designee should be conducted in a mission scenario. There are no mandatory tasks, but the intent is to evaluate the individual in a Facility situation.

3.10.4 - COMMANDER'S EVALUATION

- A commander's evaluation is used to determine the appropriate readiness level upon assignment to the Facility. An IP/SP will conduct an evaluation IAW the appropriate ATM and a selection of Facility mission and additional tasks will be included. IAW NGR 95-210, determination of the appropriate RL requires a flight evaluation unless the crew members is a within-state transfer from a similar unit/facility with the same assigned aircraft; in that case, a records review MAY suffice. Refresher training will be required any time more than 180 training days has lapsed since the last flight in the aircraft.
- Commander's evaluation should be completed within forty-five consecutive days after the crewmember joins the unit ATP or within forty-five days of receipt of flight orders. The evaluation should consist of the items listed in par 4-9d at a minimum.

3.10.5 - APART EVALUATION

APART evaluations, both instrument and standardization, will include all required base tasks identified in the appropriate ATM. The evaluator will also evaluate other base/mission tasks as the evaluator deems necessary and as may be indicated on the Commander's Task List.

3.11 - CREW COORDINATION TRAINING

Chapter 6 of most ATMs contain elements that require crew coordination. Facility IPs will instruct aircrew members on the eight essential elements of crew coordination and the use of common terms and standard phraseology which are listed in the appropriate ATM. Aircrews must use the crew coordination procedures in the ATM task description during all operations, and all crew members must actively participant in mission planning and rehearsals. Instructors will utilize the Fort Rucker "Aircrew Coordination Exportable Training Package" in completing Aircrew Coordination Training.

3.12 - THREAT TRAINING

The Facility encourages the maximum use of ASET II training devices for threat training. The modules selected for aviator training are the requirement of the Unit Commander.

3.13 - FRATRICIDE PREVENTION TRAINING

See Appendix W

3.14 - SFTS TRAINING

- All aviators, regardless of their distance from SFTS have a simulator hour requirement to perform per AR/NGR/CARNG 95-1and the appropriate ATM.
- UH-1/OH-58 aviators contact the AFRC Flight Simulator Branch to schedule SFTS training. AH-1/UH-60 contact the appropriate SP to schedule SFTS. The Facility will make the travel arrangements, to include airline, motel and rental car reservation.

3.15 - HIRTA (HIGH INTENSITY RADIO TRANSMISSION AREA) TRAINING

During RL3 training aviators will be taught the potential hazards associated with HIRTA. Detailed explanations of HIRTA and the required procedures for flight near locations with the potential of causing electromagnetic interference are described in Appendix M, HIRTA.

3.16 - NIGHT OPERATIONS TRAINING

Night operations training is a part of RL progression and will be conducted IAW Appendix H.

3.17 - OPERATIONAL AREA GEOGRAPHICAL AND ENVIRONMENTAL TRAINING

IPs will ensure that aviators are familiar with Appendix P, Extreme Environmental Considerations during RL2 training. Unit commanders will specify on the CTL which additional (3000) series tasks they require their aircrew members to perform. These tasks will be taught IAW Appendix AE, Environmental Flight Operations.

3.18 - ASET TRAINING -

Aircraft Survivability Equipment Training (ASET) room is located at the Facility. Access to the room is controlled and the training material in the room is secured in a GSA-approved safe. The ASET is available for use any time the Facility is open. Access to and operations of the ASET are provided by

Terminal Area Security Officers (TASO). Facility and Unit TASOs will be appointed in writing and the orders posted in the Facility ASET II SOP.

3.19 - INSTRUMENT FLIGHT TRAINING

Instrument flight training will be conducted IAW Appendix B.
RL1 aviators requesting continuation training may schedule with a Facility IP/SP through Operations.

3.20 - TERRAIN FLIGHT TRAINING

See Appendix A. Terrain flight training will be conducted during the appropriate RL level and IAW the appropriate ATM.

3.21 - NBC EVALUATION PROGRAM

Annual NBC training and evaluations are mandatory for all FAC I positions and those FAC 2 positions selected by the Unit Commander. Crew members must wear MOPP4 gear during NBC training. The Facility does not have MOPP gear available for use. Therefore, MOPP training will be a unit function.

3.22 - AIRCRAFT QUALIFICATION TRAINING

Aircraft qualification training will only be conducted at DA approved training sites.

3.23 - MOUNTAIN FLIGHT TRAINING

- Mountain flying is defined as flight in mountainous terrain in excess of 5,000 feet MSL (See Appendix AE).
- Personnel who have not been qualified to operate in mountainous terrain, or who are not current must perform all mountain flights with an IP. Once qualified, mountain operations become part of an individual's APART to remain current.
- Qualification for operations in mountainous terrain includes training and proficiency in the following subjects:
- Evaluation of winds and weather in mountainous terrain.
- LZ selection in mountainous terrain.
- Approaches, landing and take-off in mountainous terrain.

3.24 - NIGHT VISION GOGGLE TRAINING

3.24.1 - RESPONSIBILITIES.

- This Facility provides assistance to assigned units conducting NVG training schools, and ad hoc flight training support.
- Each supported unit must provide the Facility with an estimate of required aircraft and training requirements; a minimum of one week five workdays advance notice is required.

3.24.2 - PREREQUISITES FOR NVG TRAINING.

- Have a NVG modified flight helmet.
- Be current and qualified at RL2 IAW NGR 95-210.
- Weather. NVG training will not be conducted when forecast or known conditions from the start of flight training through one hour after completion of flight raining are less than a ceiling of 1,500 feet and visibility of three miles. In controlled airspace standard FAA minimums apply.

3.24.2.1 - Aircraft/Equipment Requirements -

3.24.2.1.1 - Aircraft -

- Each aircraft issued for NVG flights will;
- Have scratch free windscreens.
- Have standard cockpits. Prior to each flight the PC will ensure that any non-standard locations for critical circuit breakers, gauges, or radios are noted by all crewmembers.
- Be fully modified for NVG flight IAW the most current NVG messages.
- After arriving at a tactical training area and while operating at two hundred feet AGL or below, the aircraft anti-collision/strobe light system may be adjusted to either “upper only”, or “off” based on flight safety.
- Position lights may be on IR or steady dim for formations or bright single ship or chalk last.

3.24.2.1.2 - Equipment -

- NVGs used for flight will be ANVIS or better.
- NVGs will be issued to aviators using a DA Form 2062 or Facility Equipment Issue Log.
- A safety cord must be attached to the goggles and placed around the wearer’s neck IAW current NVG messages.
- A dual battery pack will be used for NVG missions/training.
- The “used” battery will always be selected; a new battery will always be in the opposite compartment. This keeps the newest battery held in reserve. The cap on the top of the battery pack away from the connector cable is labeled with a piece of white tape to signify the compartment for the new battery. New battery packs also have the white tape to identify themselves.

3.24.2.2 - Safety Requirements -

- Passengers will not be carried while NVG training is being conducted.
- The maximum workday for crew members, whether giving or receiving NVG training will not exceed AR 95-3 standards.

3.24.2.3 - Goggle-Up Procedures -

Goggles will be inspected and tested at the Facility before departing for the aircraft. Aircraft crews will goggle-up and de-goggle at the same time. This can be accomplished on the ground or at cruise flight when outside Los Alamitos Airport Traffic Area (ATA). The pilot not at the controls will goggle-up or de-goggle first, then take the controls so that the other pilot can do the same. The third crewmember will goggle up as directed by the PC. If remaining in the traffic pattern crews will goggle-up on the ground.

3.24.2.4 - Routes -

See AFRC Reg. 95-1.

3.24.2.5 - Flight Following/Control Requirements –

- A safety and control aircraft is required for training conducted on all NVG NOE routes. The safety and control aircraft may be either a cover aircraft or another helicopter operating on

the course a s “buddy” aircraft. Both aircraft must have a map of the NOE course being flown on board.

- There can be no more than two NVG aircraft operating on a single NOE training route at one time. These two aircraft must maintain continuous radio contact with each other. The lead aircraft calls Flight Operations every fifteen minutes or relay through LAAAF Operations.
- Aided and unaided flight will not be mixed in this training area.

3.24.2.6 - NVG Failure (Actual Or Simulated) -

- At the first indication of battery failure, immediately switch to the second battery.
- If vision is not restored, verbally announce “goggle failure” and abort or modify the mission until the problem is resolved.
- Caution. If goggle failure is experienced during terrain flight, consideration should be given to increasing aircraft altitude while simultaneously announcing, “goggle failure.”
- NVG failure (battery) may be indicated by a flicker or dimming in one or both tubes.

3.24.3 - EMERGENCY PROCEDURES -

3.24.3.1 - Aircraft Declaring An Emergency -

If the emergency is an immediate action emergency (i.e. engine failure), no attempt should be made to remove the goggles.

3.24.3.2 - Downed Aircraft Plan

- A copy of procedures in the event of an emergency or precautionary landing is enclosed in the aircraft log book.
- The aircraft not involved in the accident/incident assumes command of the immediate action items if serious injury or extensive damage to property results. The aircraft crew takes the following actions:
  - Contact Operations and advise them of the situation.
  - Remain on station and coordinate rescue efforts until properly relieved.
  - Contact other training aircraft and direct them to standby, search if necessary, or relieve the cover aircraft.
- The decision to take immediate action or await other SAR aircraft is made by the Facility Commander, the Operations Officer, or Operations Duty Officer.
- Missing or overdue aircraft procedures are IAW Pre-Accident Plan.

3.24.3.3 - Inadvertent IMC

If inadvertent IMC occurs, the following actions are taken;

- Pilot at the controls
  - Announce IMC, looks under the goggles at his flight instruments and does the following:
  - Level the aircraft.
  - Maintain heading.
  - Adjust to climb power.
  - Adjust to climb airspeed.
  - Alter heading to avoid known obstacles.

- Climb 1,000 feet above the highest obstacle.

- The pilot not at the controls - upon hearing that the other pilot is IMC, does the following:
  - Verify the aircraft is IMC.
  - If unable to reestablish visual contact with the terrain, advise the pilot at the controls and de-goggle, adjust aircraft lighting.
  - Advise ATC the aircraft is IMC on 121.5 or 243.0 and declare an emergency.
  - Advise other pilot of obstacles to be avoided in the area.
  - Monitor engine and flight instruments.
  - Squawk 7700.

3.24.4 - DEBRIEFING

Training ends with a debriefing. The following procedures apply;

- The IP reviews maneuvers covered during each training period with the student.
- The PC covers shortcomings or improvements in procedures to increase safety and enhance training effectiveness.